



Southern New Hampshire Planning Commission

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www.snhpc.org

Minutes of the SNHPC METROPOLITAN PLANNING ORGANIZATION

December 20, 2022

11:30 A.M.

Meeting held in-person at the SNHPC office (438 Dubuque Street, Manchester, NH). Virtual participation in the MPO meeting was also accommodated via Zoom due to COVID-19.

MEMBERS PHYSICALLY PRESENT

Bedford	Bill Jean
Chester	Andrew Hadik
Chester	Deborah Munson
Deerfield	Robert Cote
Derry	Jeff Moulton
Francestown	Gary Schnakenberg
Goffstown	David Pierce
Manchester	Peter Capano
Manchester	Raymond Clement
Windham	Peter Griffin

MEMBERS VIRTUALLY PRESENT

Bedford	Danielle Evansic
Bedford (Alt)	Daniel Heath
Bedford (Alt)	Bryan Lord
Derry	John O'Connor
Francestown (Alt)	Alfred Eisenberg
Goffstown	Jacob LaFontaine
Hooksett	Robb Curry
Hooksett	Denise Pichette Volk
Londonderry	Brian Battaglia
Londonderry	Suzanne Brunelle
Londonderry	Deborah Lievens
Londonderry	Arthur Rugg
Londonderry	Lynn Wiles, Alt.
Manchester	Marcus Ponce de Leon
Manchester	Donald Waldron
William Rose	NHDOT
NHDES	Ricky DiCillo

GUESTS VIRTUALLY PRESENT

Craig Tufts	Central NH RPC
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VOTING REPRESENTATIVE SEATS VACANT

Auburn	
Weare	

MEMBERS ABSENT

Bedford	Charlie Fairman
Candia	Rudy Cartier
Deerfield	Frederick McGarry
Francestown	Linda Kunhardt
Goffstown (Alt)	Jo Ann Duffy
Manchester	Daniel O'Neil
New Boston	David Litwinovich
Weare	Naomi Bolton
Windham	John Hiltz
NHDOT FHWA	Leigh Levine

STAFF PHYSICALLY PRESENT

Nathan Miller	Deputy Executive Director
Linda Moore-O'Brien	Office Administrator
Carl Eppich	Pr. Transp. Planner
Zachary Swick	Sr. GIS Analyst
Suzanne Nienaber	Senior Planner

STAFF VIRTUALLY PRESENT

Sylvia von Aulock	Executive Director
Tammy Zamoyski	Regional Planner
Benjamin Herbert	Mobility Manager
Adam Hlasny	Sr. Transportation Planner

MEMBERS EXCUSED

Auburn	Paula Marzloff
Auburn (Alt)	Jeffrey Porter
Candia	Albert Hall
Derry	Richard Tripp
Francestown (Alt)	Jennifer Vadney
Goffstown	Barbara Griffin
Londonderry	Jeffrey Penta, Alt.
New Boston	Mark Suennen
Windham	Edgar Lapointe
Manchester-Boston Regional Airport	Theodore Kitchens
MTA	Mike Whitten

CALL TO ORDER

Chair Griffin called the MPO meeting to order at 11:32 AM. A quorum was present in-person.

ACTION ON MINUTES OF OCTOBER 25, 2022

Motion by Mr. Capano to approve the minutes of October 25, 2022, seconded by Mr. Moulton. Motion carried, with Mr. Cote and Ms. Lievens abstaining. Vote was taken by roll call.

OLD BUSINESS (none)

NEW BUSINESS

Update on 2025-2034 Ten-Year Plan

Mr. Miller reported that the SNHPC has completed its initial prioritization process on the biennial update of the Ten-Year Transportation Improvement Plan. With the assistance of the SNHPC Technical Advisory Committee's (TAC's) Evaluation Subcommittee, SNHPC has submitted its initial list of regional project priorities to NHDOT. Final regional project priorities are due by March 31, 2023.

All seven projects submitted by SNHPC communities for consideration were evaluated by our on-call engineering firm, VHB. The VHB team refined projects, scopes and costs following initial review. Mr. Miller noted no action is needed today.

He then reviewed the seven proposed projects:

- **Bedford** – NH 101 Safety Improvements from Wallace Road to the Amherst Town Line
 - Five and three lane concepts were considered, but costs were high. Instead, the 2002 Corridor Study will be updated to consider these concepts with feedback from the public.
- **Bedford** – Construct a Multi-use Path Adjacent to NH 101 from Wallace Road to the Amherst Town Line
 - There is a potential issue at the Pulpit Brook bridge- no room on the bridge for a separated path.
- **Deerfield** – Convert Intersection of NH 107/Candia Road/Church Street to a Roundabout
 - The cost will be approximately \$1.557M in 2022 dollars.
 - Old growth tree removal may be needed on one property.
- **Londonderry** – Increase Capacity on NH 28 from Symmes Dr/Vista Ridge Dr to the Intersection of NH 128
 - This is costly with or without sidewalks. Phasing the project is not feasible because most of the benefits are derived from the intersection improvement. It is recommended that further project scoping occur for consideration in the next Ten-Year Plan round.
- **Londonderry** – Construct Phase 7 of the Londonderry Rail Trail from NH 28 to the Derry Town Line
 - Includes construction of a pedestrian hybrid beacon and re-use of old bridge abutments.
 - SNHPC suggested that Londonderry submit a Letter of Interest for CMAQ funding for this project.
- **Manchester** – I-93 Exit 8/Wellington Road Interchange Improvements
 - Components were broken out to complete this project in phases.

- Windham – Improve the Windham Greenway from Meetinghouse/Old Mill Road to the Westerly ROW of I-93 at Lowell Rd.
 - Includes construction of a pedestrian beacon.
 - SNHPC suggested that Windham submit a Letter of Interest for CMAQ funding.

As a result of the IIJA, SNHPC's regional allocation was increased proportionally to a total of \$10.56 Million for this Ten-Year Plan update. Mr. Miller noted that due to inflation, this amount will have lower spending power on a year-of-expenditure basis. Inflation of 2.8% must be added to the year of expenditure (assumed to be 10 years from present). In addition, 10% must be added to estimates for NHDOT indirect costs.

A TAC Evaluation Workgroup was formed with members who did not represent municipalities that had submitted projects. The Workgroup consisted of George Sioras of Derry, Mark Suennen of New Boston, and Linda Kunhardt of Frankestown. Mr. Miller thanked those individuals for their assistance.

The initial priorities determined by the TAC Evaluation Workgroup are:

1. Bedford Rte. 101 Corridor Study Update
2. Manchester Exit 8 Wellington Rd. interchange improvements
3. Deerfield roundabout
4. Londonderry Phase 7 rail trail construction

Two projects will remain under consideration for this TYP update:

- Bedford Rte. 101 multi-use path
- Windham greenway improvement

In response to a question from Mr. Moulton, Mr. Miller explained the regional allocation is calculated using population and federal lane mileage. The statewide allocation is now \$60M, and the SNHPC's share is now \$10.56M.

Mr. Schnakenberg inquired about limited bike lanes for the Wellington Road project. Mr. Miller said the project has been phased to construct only a portion of the bike lanes. The rest of the bike lanes can be considered in a later phase of the project.

Mr. Griffin asked about the prioritization process. Mr. Miller replied that the Workgroup considered approximately 60 factors. He noted there was not a large gap between the top and bottom projects, they are all good and worthy projects. In part, this is why SNHPC encouraged Windham and Londonderry to submit their projects for CMAQ funding consideration. The CMAQ funding will be available sooner. That is a separate process. Mr. Miller noted that SNHPC will have a role in prioritizing CMAQ projects.

Proposed 2023 Safety Performance

Principal Transportation Planner Carl Eppich and Senior GIS Analyst Zachary Swick reviewed the proposed targets. No action is being requested today. Federal regulations require that States and MPOs use performance measures to work toward specific targets in support of national goals for transportation management in all federally-funded projects and programs.

Mr. Eppich began by explaining there are five federally required safety measures.

1. **Number of Fatalities:** The five-year average of the total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year.
2. **Rate of Fatalities:** The five-year average of the ratio of total number of fatalities to the number of vehicle miles traveled (VMT, in 100 Million VMT) in a calendar year.
3. **Number of Serious Injuries:** The five-year average of the total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year.
4. **Rate of Serious Injuries:** The five-year average of the ratio of total number of serious injuries to the number of VMT (in 100 Million VMT) in a calendar year.
5. **Number of Non-Motorized Fatalities and Non-motorized Serious Injuries:** The five-year average of the combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year.

Mr. Eppich reported that the State of New Hampshire recently set its 2023 safety performance targets based upon data through the year 2021, and he reviewed the details.

MPOs are allowed to establish their own region-specific safety performance targets or support the State-level performance targets. For 2023, staff is recommending that SNHPC adopt the State of New Hampshire's Safety Performance Targets with one exception. SNHPC staff proposes setting a Regional Target for the Fatality Rate. This is because the SNHPC region has consistently had a lower fatality rate than the overall State.

Mr. Swick reviewed NH data from the federal Fatal Accident Reporting System (FARS). The data covered motorized and bike/ped fatalities during 2011-2020.

Generally, motorized fatalities occurred most often with younger drivers, and bike/ped fatalities occurred most often with older people. For both groups, males were more at risk.

Regarding safety equipment (helmets, car seats and seat belts), most fatalities occurred when the driver or rider was unrestrained. Mr. Swick noted that more people do wear seatbelts and helmets than do not wear them.

He also reported from state datasets that most non-motorized fatalities and serious injuries occurred in Manchester, at a rate higher than would be expected based on population alone.

Mr. Eppich stated that overall, the trends for fatalities and serious injuries are going down. SNHPC would like to recommend that state targets are supported except the regional fatality rate target, which should be lower based on historical and regional comparison.

Mr. Capano clarified that while there is no penalty for the MPO if a target is missed, the state incurs a penalty in the form of HSIP funding restrictions. Mr. Miller said that's true but wouldn't have any practical effect on the state because NHDOT has never flexed HSIP funding before.

Mr. Clement commented that while there have been car and road safety improvements, people have to use the safety features.

Mr. Hadik thanked Messrs. Eppich and Swick for their presentation. He especially appreciated the information on motorcycle involvement and helmets. Mr. Hadik is on the town highway safety committee and has learned about the effect of cannabis as part of DUI issues.

Mr. Clement inquired about the effect of the pandemic on traffic. Mr. Swick replied that data indicates fewer people were driving in 2020, but those driving often were speeding.

Other Business (none)

ADJOURNMENT

Motion by Mr. Capano to adjourn, seconded by Mr. Moulton. Chair Griffin declared the MPO meeting adjourned at 12:35 PM.

I hereby certify that this is a true and correct copy of the minutes of the December 20, 2022 meeting Metropolitan Planning Organization of the Southern New Hampshire Planning Commission.



Sylvia von Aulock, Executive Director



Linda Moore-O'Brien, Office Administrator

